

What I claim as my invention is:

1-3. (canceled)

4. (amended) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism,
- 5 which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, ~~and with the aircraft able to achieve flight by means of upward~~
- 10 ~~forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main in~~
- 15 ~~body of the aircraft in tandem order,~~
- and which primary lifting mechanism comprises a rotor, an engine assembly, and a plurality of blades, ~~with the said blades connected to the rotor,~~ and which ~~said~~ engine assembly is able
- 20 to rotate the ~~said~~ rotor, with the blades connected to the rotor such that when the rotor is rotated by the ~~said~~ engine assembly air can be forced in a downward direction by means of the blades rotating around the rotor, with the primary lifting mechanism
- 25 able to exert an upward force on the forward end of

the main body of the aircraft by forcing air in a downward direction by way of the blades rotating around the rotor,

~~and the secondary lifting mechanism consists of~~  
5 ~~a jet engine, which jet engine is attached to the~~  
~~secondary tilt enabling joint such that the jet~~  
~~engine is able to force exhaust gases to travel~~  
~~in a downward direction and such that by forcing~~  
~~exhaust gases to travel in a downward direction~~  
10 ~~the jet engine can exert an upward force on the~~  
~~aft end of the main body,~~

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the  
15 aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that ~~the primary~~  
~~lifting mechanism can be tilted in lateral~~  
20 ~~directions relative to the main body of the~~  
~~aircraft during flight of the aircraft,~~

controlled tilting of the primary lifting mechanism in  
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lateral directions relative to the main body of the  
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aircraft is able to occur during flight of the aircraft,  
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25 and such that a direction of travel of the aircraft during flight can be altered by altering the

lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt

5    enabling joint, ~~with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint,~~ and which secondary lifting

10    mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which ~~said~~ secondary lifting mechanism is

15    connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body

20    of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft, and such that a direction of travel of the

25    aircraft during flight can be altered by altering

the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting

5 mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism

10 can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and the secondary lifting mechanism consists of  
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a jet engine, which jet engine is attached to the  
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15 secondary tilt enabling joint such that the jet  
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engine is able to force exhaust gases to travel  
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in a downward direction and such that by forcing  
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exhaust gases to travel in a downward direction  
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the jet engine can exert an upward force on the  
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20 aft end of the main body,  
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~~and which secondary lifting mechanism is able  
to exert an upward force on the aft end of the  
main body of the aircraft through the secondary  
tilt enabling joint,~~ with the primary tilt enabling

joint and the secondary tilt enabling joint connected  
to the main body of the aircraft, and with the aircraft  
able to achieve flight by means of an upward  
force exerted on the main body of the aircraft  
5 by the primary lifting mechanism through the  
primary tilt enabling joint and an upward  
force exerted on the main body of the aircraft  
by the secondary lifting mechanism through  
the secondary tilt enabling joint while the  
10 primary lifting mechanism and the secondary  
lifting mechanism are maintained in tandem order. ~~order,~~  
~~and with controlled lateral tilting of the~~  
~~primary lifting mechanism and the secondary lifting~~  
~~mechanism able to occur during flight~~  
~~while the~~  
15 ~~primary lifting mechanism and the secondary lifting~~  
~~mechanism are maintained in tandem order.~~

5. (original) The aircraft of claim 4 wherein the said jet  
engine is a turbojet.
6. (original) The aircraft of claim 4 wherein the said jet  
20 engine is a turbofan.

7. (amended) An aircraft with a main body, a primary  
lifting mechanism and a secondary lifting mechanism,  
which main body has a forward end and an aft end,  
with the primary lifting mechanism and the secondary  
5 lifting mechanism connected to the main body of  
the aircraft in tandem order, ~~and with the aircraft~~  
~~able to achieve flight by means of upward~~  
~~forces exerted on the main body of the aircraft~~  
~~by the primary lifting mechanism and the~~  
10 ~~secondary lifting mechanism while the primary~~  
~~lifting mechanism and the secondary lifting~~  
~~mechanism are connected to the main~~  
~~body of the aircraft in tandem order,~~  
and which primary lifting mechanism comprises a  
15 rotor, an engine assembly, and a plurality of  
blades, ~~with the said blades connected to the~~  
~~rotor,~~ and which ~~said~~ engine assembly is able  
to rotate the ~~said~~ rotor, with the blades connected  
to the rotor such that when the rotor is rotated by  
20 the ~~said~~ engine assembly air can be forced in a  
downward direction by means of the blades rotating  
around the rotor, with the primary lifting mechanism  
able to exert an upward force on the forward end of  
the main body of the aircraft by forcing air in a

downward direction by way of the blades rotating around the rotor,

~~and the secondary lifting mechanism consists of a plurality of jet engines, which jet engines are attached to the secondary tilt enabling joint such that the jet engines are able to force exhaust gases to travel in a downward direction and such that by forcing exhaust gases to travel in a downward direction the jet engines can exert an upward force on the aft end of the main body,~~

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that ~~the primary lifting mechanism can be tilted in lateral directions relative to the main body of the aircraft during flight of the aircraft,~~

controlled tilting of the primary lifting mechanism in lateral directions relative to the main body of the aircraft is able to occur during flight of the aircraft, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative

to the main body of the aircraft, and which  
said tilt enabling joint is a primary tilt  
enabling joint, ~~with the primary lifting~~  
~~mechanism able to exert an upward force on~~  
5 ~~the forward end of the main body of the~~  
~~aircraft through the primary tilt enabling~~  
~~joint,~~ and which secondary lifting  
mechanism is connected to the main body of  
the aircraft by an additional tilt enabling  
10 joint, which said additional tilt enabling  
joint is a secondary tilt enabling joint, and  
which ~~said~~ secondary lifting mechanism is  
connected to the main body of the aircraft by  
the secondary tilt enabling joint such that  
15 during flight of the aircraft the secondary  
lifting mechanism can be tilted in a plurality of  
directions and angles relative to the main body  
of the aircraft, in a controlled manner,  
and such that the secondary lifting mechanism  
20 can be tilted in lateral directions relative  
to the main body during flight of the aircraft,  
and such that a direction of travel of the  
aircraft during flight can be altered by altering  
the lateral direction or angle of tilt of the



secondary lifting mechanism relative to the  
main body, and which secondary tilt enabling  
joint is such that the secondary lifting  
mechanism can be tilted in a controlled  
5 manner in a lateral direction with respect to  
the main body of the aircraft during flight of  
the aircraft that is opposite to a lateral  
direction that the primary lifting mechanism  
can be tilted in with respect to the main body  
10 of the aircraft by means of the primary tilt  
enabling joint during flight of the aircraft,  
and the secondary lifting mechanism consists of  
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a plurality of jet engines, which jet engines  
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are attached to the secondary tilt enabling joint  
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15 such that the jet engines are able to force  
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exhaust gases to travel in a downward direction  
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and such that by forcing exhaust gases to travel  
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in a downward direction the jet engines can exert  
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an upward force on the aft end of the main body,  
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20 ~~and which secondary lifting mechanism is able~~  
~~to exert an upward force on the aft end of the~~  
~~main body of the aircraft through the secondary~~  
~~tilt enabling joint,~~ with the primary tilt enabling  
joint and the secondary tilt enabling joint connected

to the main body of the aircraft, and with the  
aircraft able to achieve flight by means of an upward  
force exerted on the main body of the aircraft  
by the primary lifting mechanism through the  
5 primary tilt enabling joint and an upward  
force exerted on the main body of the aircraft  
by the secondary lifting mechanism through  
the secondary tilt enabling joint while the  
primary lifting mechanism and the secondary  
10 lifting mechanism are maintained in tandem order. ~~order,~~  
~~and with controlled lateral tilting of the~~  
~~primary lifting mechanism and the secondary lifting~~  
~~mechanism able to occur during flight while the~~  
~~primary lifting mechanism and the secondary lifting~~  
15 ~~mechanism are maintained in tandem order.~~

8. (original) The aircraft of claim 7 wherein the said  
jet engines are turbojets.

9. (original) The aircraft of claim 7 wherein the said jet  
engines are turbofans.

10. (amended) An aircraft with a main body, a primary  
lifting mechanism and a secondary lifting mechanism,  
which main body has a forward end and an aft end,  
with the primary lifting mechanism and secondary  
5 lifting mechanism connected to the main body of  
the aircraft in tandem order, ~~and with the aircraft~~  
~~able to achieve flight by means of upward~~  
~~forces exerted on the main body of the aircraft~~  
~~by the primary lifting mechanism and the~~  
10 ~~secondary lifting mechanism while the primary~~  
~~lifting mechanism and secondary lifting~~  
~~mechanism are connected to the main in~~  
~~body of the aircraft in tandem order,~~  
which primary lifting mechanism is a turboprop,  
15 and which primary lifting mechanism is attached  
to the primary tilt enabling joint such that air  
can be forced in a downward direction by the  
primary lifting mechanism, and such  
that by forcing air in a downward direction  
20 the primary lifting mechanism is able to  
exert an upward force on the forward end of the  
main body of the aircraft,  
and the secondary lifting mechanism consists of  
a jet engine, which jet engine is attached to the  
25 ~~secondary tilt enabling joint such that the jet~~

~~engine is able to force exhaust gases to travel  
in a downward direction and such that by forcing  
exhaust gases to travel in a downward direction  
the jet engine can exert an upward force on the  
aft end of the main body,~~

5       and which primary lifting mechanism is connected to the  
main body of the aircraft by a tilt enabling joint such  
that during flight of the aircraft the primary lifting  
mechanism can be tilted in a plurality of directions and  
10       angles relative to the main body of the aircraft, in  
a controlled manner, and such that ~~the primary  
lifting mechanism can be tilted in lateral  
directions relative to the main body of the  
aircraft during flight of the aircraft,~~

15       controlled tilting of the primary lifting mechanism in  
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lateral directions relative to the main body of the  
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aircraft is able to occur during flight of the aircraft,  
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and such that a direction of travel of the  
aircraft during flight can be altered by

20       altering the lateral direction or angle of tilt  
of the primary lifting mechanism relative to the main  
body of the aircraft, and which said tilt enabling joint  
is a primary tilt enabling joint, ~~with the primary lifting  
mechanism able to exert an upward force on the forward  
end of the main body of the aircraft through the  
primary tilt enabling joint,~~ and which secondary lifting

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mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and  
5 which ~~said~~ secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of  
10 directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft,  
15 and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling  
20 joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral  
25 direction that the primary lifting mechanism

can be tilted in with respect to the main body  
of the aircraft by means of the primary tilt  
enabling joint during flight of the aircraft,

and the secondary lifting mechanism consists of  
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5 a jet engine, which jet engine is attached to the  
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secondary tilt enabling joint such that the jet  
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engine is able to force exhaust gases to travel  
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in a downward direction and such that by forcing  
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exhaust gases to travel in a downward direction  
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10 the jet engine can exert an upward force on the  
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aft end of the main body,  
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~~and which secondary lifting mechanism is able~~  
~~to exert an upward force on the aft end of the~~  
~~main body of the aircraft through the secondary~~  
15 ~~tilt enabling joint,~~ with the primary tilt enabling  
joint and the secondary tilt enabling joint connected  
to the main body of the aircraft, and with the aircraft  
able to achieve flight by means of an upward  
force exerted on the main body of the aircraft  
20 by the primary lifting mechanism through the  
primary tilt enabling joint and an upward  
force exerted on the main body of the aircraft  
by the secondary lifting mechanism through  
the secondary tilt enabling joint while the

primary lifting mechanism and the secondary  
lifting mechanism are maintained in tandem order. ~~order,~~  
~~and with controlled lateral tilting of the~~  
~~primary lifting mechanism and the secondary lifting~~  
5 ~~mechanism able to occur during flight while the~~  
~~primary lifting mechanism and the secondary lifting~~  
~~mechanism are maintained in tandem order.~~

11. (original) The aircraft of claim 9 wherein the said  
jet engine is a turbojet.

10 12. (original) The aircraft of claim 9 wherein the said  
jet engine is a turbofan.

13. (amended) An aircraft with a main body, a primary  
lifting mechanism and a secondary lifting mechanism,  
which main body has a forward end and an aft end,  
with the primary lifting mechanism and the secondary  
5 lifting mechanism connected to the main body of  
the aircraft in tandem order, ~~and with the aircraft~~  
~~able to achieve flight by means of upward~~  
~~forces exerted on the main body of the aircraft~~  
~~by the primary lifting mechanism and the~~  
10 ~~secondary lifting mechanism while the primary~~  
~~lifting mechanism and the secondary lifting~~  
~~mechanism are connected to the main~~  
~~body of the aircraft in tandem order;~~  
which primary lifting mechanism is a turboprop,  
15 and which primary lifting mechanism is attached  
to the primary tilt enabling joint such that air  
can be forced in a downward direction by the  
primary lifting mechanism, and such  
that by forcing air in a downward direction  
20 the primary lifting mechanism is able to  
exert an upward force on the forward end of the  
main body of the aircraft,  
~~and the secondary lifting mechanism consists of~~  
~~a plurality of jet engines, which jet engines~~  
25 ~~are attached to the secondary tilt enabling joint~~



~~such that the jet engines are able to force  
exhaust gases to travel in a downward direction  
and such that by forcing exhaust gases to travel  
in a downward direction the jet engines can exert~~  
5 ~~an upward force on the aft end of the main body,~~

and which primary lifting mechanism is connected to  
the main body of the aircraft by a tilt enabling joint  
such that during flight of the aircraft the primary  
lifting mechanism can be tilted in a plurality of  
directions and angles relative to the main body of the  
aircraft, in a controlled manner, and such that ~~the  
primary lifting mechanism can be tilted in lateral  
directions relative to the main body of the~~  
15 ~~aircraft during flight of the aircraft,~~  
controlled tilting of the primary lifting mechanism in  
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lateral directions relative to the main body of the  
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aircraft is able to occur during flight of the aircraft,  
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and such that a direction of travel of the aircraft  
during flight can be altered by altering the lateral  
direction or angle of tilt of the primary lifting  
mechanism relative to the main body of the aircraft, and  
which said tilt enabling joint is a primary tilt  
enabling joint, ~~with the primary lifting mechanism able  
to exert an upward force on the forward end of the main  
body of the aircraft through the primary tilt enabling  
joint,~~ and which secondary lifting

mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and  
5 which ~~said~~ secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of  
10 directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in lateral directions relative to the main body during flight of the aircraft,  
15 and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling  
20 joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral  
25 direction that the primary lifting mechanism

can be tilted in with respect to the main body  
of the aircraft by means of the primary tilt  
enabling joint during flight of the aircraft,

and the secondary lifting mechanism consists of  
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5 a plurality of jet engines, which jet engines  
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are attached to the secondary tilt enabling joint  
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such that the jet engines are able to force  
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exhaust gases to travel in a downward direction  
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and such that by forcing exhaust gases to travel  
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10 in a downward direction the jet engines can exert  
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an upward force on the aft end of the main body,  
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~~and which secondary lifting mechanism is able~~  
~~to exert an upward force on the aft end of the~~  
~~main body of the aircraft through the secondary~~  
15 ~~tilt enabling joint,~~ with the primary tilt enabling  
joint and the secondary tilt enabling joint connected  
to the main body of the aircraft, and with the aircraft  
able to achieve flight by means of an upward  
force exerted on the main body of the aircraft  
20 by the primary lifting mechanism through the  
primary tilt enabling joint and an upward  
force exerted on the main body of the aircraft  
by the secondary lifting mechanism through  
the secondary tilt enabling joint while the

primary lifting mechanism and the secondary  
lifting mechanism are maintained in tandem order. ~~order,~~  
~~and with controlled lateral tilting of the~~  
~~primary lifting mechanism and the secondary lifting~~  
5 ~~mechanism able to occur during flight while the~~  
~~primary lifting mechanism and the secondary lifting~~  
~~mechanism are maintained in tandem order.~~

14. (original) The aircraft of claim 13 wherein the said  
jet engines are turbojets.

10 15. (original) The aircraft of claim 13 wherein the said  
jet engines are turbofans.

16-21. (canceled)

22. (original) The aircraft of claim 4 wherein  
the engine assembly of the primary lifting  
15 mechanism comprises a single engine.

23. (original) The aircraft of claim 4 wherein  
the engine assembly of the primary lifting  
mechanism comprises a plurality of engines.

24. (original) The aircraft of claim 7 wherein  
20 the engine assembly of the primary lifting  
mechanism comprises a single engine.

25. (original) The aircraft of claim 7 wherein  
the engine assembly of the primary lifting  
mechanism comprises a plurality of engines.

26-29. (canceled)

5 30. (amended) The aircraft of any one of claims

4 to 15 or 22 to 25 ~~1 to 29~~ wherein

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the primary lifting mechanism is connected to the main body  
by the primary tilt enabling joint such that the primary  
lifting mechanism can be positioned above the main body of  
10 the aircraft by means of the primary tilt enabling joint  
during flight of the aircraft.

31. (canceled)

32. (amended) The aircraft of any one of claims

4 to 15 or 22 to 25 ~~1 to 29~~ wherein

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the secondary lifting mechanism is connected to the main  
body by the secondary tilt enabling joint such that a part  
of the secondary lifting mechanism can be positioned behind  
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the main body of the aircraft by means of the secondary  
tilt enabling joint during flight of the aircraft.

20 33-35. (canceled)

36. (original) The aircraft of claim 30 wherein the secondary  
lifting mechanism is connected to the main body by  
the secondary tilt enabling joint such that part of the  
secondary lifting mechanism can be positioned behind the  
5 main body of the aircraft by means of the secondary  
tilt enabling joint during flight of the aircraft.

37. (canceled)

38. (amended) The aircraft of any one of claims  
4 to 15 or 22 to 25 ~~4 to 29~~ wherein  
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10 the secondary lifting mechanism is connected to the main  
body by the secondary tilt enabling joint such that part  
of the secondary lifting mechanism can be positioned above  
the main body of the aircraft by means of the secondary  
tilt enabling joint during flight of the aircraft.

15 39. (original) The aircraft of claim 30 wherein the secondary  
lifting mechanism is connected to the main body by  
the secondary tilt enabling joint such that the secondary  
lifting mechanism can be positioned above the aft end of  
the main body of the aircraft by means of the secondary  
20 tilt enabling joint during flight of the aircraft.

40-41. (canceled)

42. (amended) The aircraft of any one of claims

4 to 15 or 22 to 25 ~~1 to 20~~

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wherein the primary tilt enabling joint has a

movement enabling assembly that enables the primary

5 tilt enabling joint to move and a tilt activating

mechanism that can cause and control the movement

of the primary tilt enabling joint, and the secondary

tilt enabling joint has a movement enabling assembly

that allows the secondary tilt enabling joint to

10 move and a tilt activating mechanism that causes and

controls the movement of the secondary tilt enabling

joint to occur, which movement enabling assembly of

the secondary tilt enabling joint is a secondary

movement enabling assembly, and which said tilt

15 activating mechanism of the secondary tilt enabling

joint is a secondary tilt activating mechanism.

43-52. (canceled)

53. (original) The aircraft of claim of 42 wherein the movement enabling assembly of the primary tilt enabling joint is a plurality of hinges transversely connected to one another and the tilt activating mechanism of the primary tilt enabling joint comprises a plurality of hydraulic actuators connected to the movement enabling assembly of the primary tilt enabling joint, and the movement enabling assembly of the secondary tilt enabling joint is a universal joint, with the tilt activating mechanism of the secondary tilt enabling joint comprising a plurality of hydraulic actuators connected to the universal joint of the secondary tilt enabling joint.



54. (original) The aircraft of claim of 42 wherein the  
movement enabling assembly of the primary tilt  
enabling joint is a plurality of hinges  
transversely connected to one another and the tilt  
5 activating mechanism of the primary tilt enabling  
joint comprises a plurality of hydraulic actuators  
connected to the movement enabling assembly of  
the primary tilt enabling joint, and the  
movement enabling assembly of the secondary tilt  
10 enabling joint is a plurality of hinges  
transversely connected to one another with the tilt  
activating mechanism of the secondary tilt enabling  
joint comprising a plurality of hydraulic actuators  
connected to the movement enabling assembly of  
15 the secondary tilt enabling joint.

55. (original) The aircraft of claim of 42 wherein the movement enabling assembly of the primary tilt enabling joint is a universal joint and the tilt activating mechanism of the primary tilt enabling joint comprises a plurality of hydraulic actuators connected to the universal joint of the primary tilt enabling joint and the movement enabling assembly of the secondary tilt enabling joint is a plurality of hinges transversely connected to one another with the tilt activating mechanism of the secondary tilt enabling joint comprising a plurality of hydraulic actuators connected to the movement enabling assembly of the secondary tilt enabling joint.

56. (amended) The aircraft of any one of claims

4 to 15 or 22 to 25 ~~1 to 20~~ wherein

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the primary lifting mechanism is connected to the main  
body of the aircraft by means of the primary tilt enabling  
5 joint such that the primary lifting mechanism can be tilted  
in a forward direction and a rearward direction relative  
to the main body of the aircraft, in a controlled manner,  
by means of the primary tilt enabling joint and the  
secondary lifting mechanism is connected to the  
10 main body of the aircraft by means of the secondary  
tilt enabling joint such that the secondary lifting  
mechanism can be tilted in a forward and rearward  
direction relative to the main body of the aircraft,  
in a controlled manner, by means of the secondary tilt  
15 enabling joint.

57. (amended) The aircraft of claim 36 wherein the primary

~~lifting~~ lifting  
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mechanism is connected to the main body of the aircraft

by means of the primary tilt enabling joint such that

5 the primary lifting mechanism can be tilted in a

forward direction and a rearward direction relative

to the main body of the aircraft, in a controlled

manner, by means of the primary tilt enabling joint,

and the secondary lifting mechanism is

10 connected to the main body of the aircraft by means

of the secondary tilt enabling joint such that the

secondary lifting mechanism can be tilted in a forward

and rearward direction relative to the main body of the

aircraft, in a controlled manner, by means of the

15 secondary tilt enabling joint.

58. (original) The aircraft of claim 57 wherein the primary tilt enabling joint comprises a plurality of movement enabling assemblies that enable the primary tilt enabling joint to have a tilt motion and a plurality of tilt activating mechanisms that can cause and control the movement of the primary tilt enabling joint, and the secondary tilt enabling joint comprises a plurality of movement enabling assemblies that allow the secondary tilt enabling joint to move and a plurality of tilt activating mechanism that can cause and control the movement of the secondary tilt enabling joint.

59-85. (canceled)

86. (amended) The aircraft of any one of claims 4 to 15 or 22 to 25 ~~1 to 20~~ wherein  
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the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft such that the primary lifting mechanism is further forward with respect to the main body of the aircraft than is the position of the secondary lifting mechanism with respect to the main body of the aircraft.

87-89. (canceled)